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Northgate Notebook



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I. Introduction

Purpose

This Sub-area Planning Notebook centralizes information about current plans and projects that will help accomplish the Northgate vision. Other such notebooks will follow the same model, with the intention of providing the public with valuable and up-dated information from developers, city agencies, county and state of all related projects in the Northgate study sub-area.

Planning notebooks can serve as a “reader’s guide” to the complex process by which projects and plans create the character of an area. By arranging information chronologically, identifying major players and stakeholders, and providing snapshots/information about major projects, the major forces that shape the future of an area can be better understood.

Northgate Vision

Northgate is identified as an Urban Center in the City’s comprehensive planning process. The City of Seattle is committed to the development of Northgate as an area with a dense commercial and multifamily use at its core and low density residential base with multiple potentials on its remaining area. It is recognized that Northgate possesses the vitality and dynamism of its regional shopping center, complemented by the present coordinated effort and interest of the community. The vision for the Northgate area has been to transform its underutilized and concentrated office retail area into a vital, mixed-use center of diversified development surrounded by healthy single family neighborhoods. The community will have the ability to perform their everyday activities via a varied range of transportation alternatives; walking, bicycling, transit and automobile. The improved means of access, vehicular and pedestrian circulation, and enhanced interesting environment will contribute to the economic viability of the commercial core, attracting customers, visitors and employers. The surrounding single family neighborhoods will be buffered from the intense development in the core through a circulation system with an emphasis in pedestrian amenities and streetscape improvements. Giving ready access to the goods, services, and employment will modify the culture of an auto-oriented development into a more vital and positive environment for local scale.

History of Northgate

Natural World, Native Ground

When American settlers arrived in 1851 to found Seattle, the Northgate area was native ground, a dense forest that sheltered deer, cougar and bear. Dotted by small lakes and marshes, drained by streams, the gently rolling hills sloped down to Puget Sound in the west and northern Lake Washington in the east.

Native trails threaded this land, and Native Americans hunted and fished throughout the Northgate area, and gathered cranberries in its bogs. Some sources indicate that native people considered this area sacred, and early American settlers found numerous sweat lodges. Native people gathered reddish pigment at the place Americans called Licton Springs, adapted from the “liqtid” of Lushootseed and “Washelli” is said to be derived from a Makah term, meaning “place to the west,” suggested by Indian scholar James Swan.



Early Settlement

After the Northgate area was surveyed by federal surveyors, settlers began claiming 160-acre homesteads in the 1870s. David Denny and his family were among the first to build a home in the Northgate area, at Licton Springs. Like most early settlers, their farm included vegetable and flower gardens, an orchard and berry patch, chicken houses and a barn for cows and horses. The Northgate area was remote from Seattle and difficult to reach. The early overland travel route was through Ballard, and up through the area known today as Broadview.

In 1892, Edith Thornton acquired much of the land on which Northgate stands today. Her home was the site of a seasonal native village built as shelter during cranberry harvests in the 85-acre bog. Thornton Creek, which today runs beneath the Northgate Shopping Center, bears her name.

The Denny Home, ca. 1907

First Industries

Loggers and sawyers cleared the land in the Northgate area for cultivation and settlement, and turned the great stands of timber into marketable lumber. Seattle's Great Fire of 1889, which leveled the city, provided a huge market for new timber, as did new construction before and after the Fire. The Bitter Lake sawmill, used the lake as a holding pond, turning its water bitter with tannin. The mill eventually closed in 1913 signaling the end of close-in timber.

Transportation: Wagons

In 1891, the electric streetcar reached north from Seattle to the then distant residential suburb of Green Lake. Northgate area residents rode horses, drove wagons, walked and bicycled south to board the Green Lake streetcar, and ride into town.

By 1901, the "North Trunk Road" – later known as Aurora Avenue, Highway 99 and the Pacific Highway offered a direct wagon route from this remote area down to Seattle. Farmers could now finally bring their produce of honey and eggs, cheese and raspberries, bacon and beef down to the markets of the city. In 1901, Pilling's Dairy opened at 90th and Densmore, in a former Denny family home, producing milk, cream and butter for local use and for the city markets.

Rural Community

Between 1890 and 1930 the Northgate area slowly gained population, and churches, schools and community centers opened to accommodate this growth. Haller Lake is a good example of this dynamic process of growth and change. Theodore Haller platted Haller Lake for residential development in 1905, and the Haller Lake Improvement Club opened in 1921, the Haller Lake School in 1925 and the Haller Lake Methodist Church also in 1925.



Bitter Lake Interurban stop, 1939

Transportation: Streetcars and Automobiles

In 1906, the Seattle Interurban reached northward to the Bitter Lake station, and was completed through to Everett by 1910. Dependable, cheap and easy, the Interurban became the Northgate area's streetcar, opening the region to suburban residential and recreational development. In 1914, Highway 99 also known as the Pacific Highway was completed and ran from the Canadian border, 1600 miles south to the Mexican border.

As automobiles became affordable in the 1920s, Highway 99 grew busier and busier. Gas stations, roadhouses, restaurants and auto camps were built along the highway, serving up roadside attractions for the public's new "automobility". Dozens of weekend and summer cabins popped up around the lakes, and suburban recreation increased dramatically in the Northgate area.

The Pacific Highway is 700 miles in length at present (in 1923), and will be 1600 miles when completed....the forerunner of great highways beyond the present generation that will mark the nation like a great checkerboard with its mass of highway arteries...over which will flow the traffic of the continent. - The Argus, 1923



Exurban Land Use

Both remote from Seattle and also accessible to it, the extended Northgate area became home to cemeteries and golf courses and large tracts of land set aside for non-industrial purposes that had no home in the urbanizing city. The Washelli Cemetery along Highway 99 was first surveyed by David Denny in 1884 and was originally named Oak Lake Cemetery.

Interwar residential suburbanization slowly pushed northward from Greenwood, Phinney Ridge and Green Lake to and beyond Seattle's northern city boundary at 85th Street. Residential development followed the lines of transportation.

Cars on Aurora Avenue, ca. 1937

The Suburban Community between the Wars

During the Great Depression the local economy, like that of the state and the nation went into a deep and long recession. The Northgate area dozed. Some residents commuted into the jobs of Seattle every day by car or on the Interurban; others followed a rural way of life, as truck farms continued to grow fruit, vegetables and flowers for the urban market. On the site that would one day house North Seattle Community College, the Kumasaka family had extensive greenhouses on their property and a Japanese language school for local youth. The family would be interned in May 1942, as were all people of Japanese descent in the Northgate area.

Suburban Recreation

Half a dozen developers platted land near Northgate area lakes and springs, constructing recreational cabins and bungalows for summer vacationers. At Licton Springs, a spa opened in 1935 to take advantage of the “healing waters.”



Best known for Playland which opened in 1930, the southern end of Bitter Lake had housed an earlier amusement park with a few rides. But Playland became Seattle’s great playground for more than three decades, boasting a first-class roller coaster and dozens of less-daunting rides. The site also offered dog and car races.

Transportation: Automobiles

In 1939, the Interurban ran its last train, putting an end to the era of frequent, easy public transportation from Seattle to the attractions and the homes of the Northgate area. In 1949, a public bus ran down into the city three times a day during the week, and twice a day on the weekend.

Playland Amusement Park, 1948

Postwar Suburbanization, A Neighborhood Grows....

As the local population surged and postwar baby boomers grew, new schools and churches opened throughout the extended Northgate neighborhood. Olympic View Church opened in 1949. The G.I. Bill of Rights promised World War II veterans the resources to readjust to civilian life. In Washington, 250,000 veterans were eligible for job training, educational grants, small business loans and a new home, with zero down payment and very low interest. Seattle exploded with new residential suburbs constructed for these veterans, and the city's northward expansion accelerated. In 1947, Highway 99 was named a Blue Star Memorial Highway, to honor American servicemen who lost their lives during World War II.

Postwar Boom

In 1951, postwar population in the Northgate area had grown so large that Northgate School opened. In 1960, Northwest Hospital opened at N. 120th Street. In 1957, Seattle acquired the Northacres park site between N. 130th St. and the I-5 freeway. The site had previously been used as a Girl Scout camp but was converted and opened to Northgate area families in 1963.

Northgate

As the automobile became a way of life in postwar America, many women learned to drive for the first time, acquiring a second car or using the car while their husband commuted to work. Northgate Shopping Center acknowledged the new social, cultural and economic realities of the postwar world, offering a destination for shopping, dining and entertainment, easily accessible by car. The 1950 opening of the Northgate shopping center provided a focus and a name for the neighborhood. Northgate Hospital opened in 1950, providing care to North End residents. Two years later in 1952 the city limits extended northward to 145th Street. In 1960, Ingraham High School opened; three years later, Thomson Junior High School opened. Also in 1960, voters approved the purchase of Licton Springs as a public park, and the park's development was part of the massive Forward Thrust bond of 1968.

An overcrowded Seattle area classroom, 1942



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For several days after the opening of the Bon Marche at Northgate, all streets leading to Northgate were filled with cars waiting to get into a parking lot that was already full. The more customers found they couldn't get into the parking area; the more they wanted to shop there.

- James Douglas, Northgate developer

Northgate Mall Construction, 1949

Transportation: I-5

The Pacific Highway's vision of a smooth and well serviced highway from the Canadian to the Mexican border - was a two-lane road, marked by traffic lights. Conversely, the new Interstate 5 freeway represented a radically different approach. When the freeway opened in 1963, it was a free flowing, multi-lane divided highway, offering services to travelers at interchanges. Formerly the Trunk Road and the Interurban, the new Highway 99 had provided a west-

ern boundary to the Northgate area. The I-5 freeway became the new boundary as it was a corridor through the Northgate area, dividing it visually and spatially. The final construction of I-5 connected Northgate to the Seattle Center in a more concrete fashion. Unfortunately this transportation improvement also divided the urban center in two, making the interruption of the grid as one of the major disruptor for the overall area integration.

Although some connections were made, the mall represented a separation wall for the adjacent neighborhoods. Crossing I-5 became a major obstacle for pedestrian flow and this dictated a vehicular growth and dependency pattern for the next 20 years.

The Northgate Community Grows

In 1970, North Seattle Community College opened to serve the educational needs of the North End's young people. In 1974, the covered mall at Northgate was complete. New schools and churches continued to serve the growing population. Multi-family residential construction accelerated, and a number of retirement communities opened in the larger Northgate area during the 1970s.



Northgate Shoppers, ca. 1970

In the late 1970s, with growing traffic congestion and accelerating development, Northgate residents became concerned about the consequences of Northgate's success. Plans for expansion of the shopping center dominated community discussions. Neighborhood advocates became increasingly alarmed, informed and engaged in reclaiming local ecosystems.

In the 1980s and 1990s, the Thornton Creek Alliance and other neighborhood stakeholders like the Thornton Creek Project (now the Homewaters Project) initiated and continued the restoration of salmon runs in the Thornton Creek Watershed. Strong public education efforts raised the profile of environmental efforts in this urban setting, in particular, the watershed restoration, establishment of frog ponds, and the daylighting of Thornton Creek from a culvert beneath Northgate's parking lot.

Good things are happening at Northgate.

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II. Northgate Planning Efforts

City Comprehensive Plan



The Comprehensive (Comp) Plan, *Toward a Sustainable Seattle*, is a 20-year policy plan designed to articulate a vision of how Seattle will grow in ways that sustain its citizens' values. The City first adopted the Comp Plan in 1994 in response to the state Growth Management Act of 1990.

The Comp Plan makes basic policy choices and provides a flexible framework for adapting to real conditions over time. It is a collection of the goals and policies the City will use to guide future decisions about how much growth Seattle should take and where it should be located. The Comp Plan also describes in a general way how the City will address the effects of growth on transportation and other City facilities.

The initial building blocks of the Comp Plan are the “elements” required by the state’s Growth Management Act: land use, transportation, housing, capital facilities and utilities. King County’s Countywide Planning Policies require the addition of an economic development element, and the Seattle Framework Policies (Resolution 28535) inspired the inclusion of a neighborhood planning element and a human development element. The ideas in the plan were developed over the course of five years discussion, debate and the creative thinking of thousands of Seattle citizens working with City staff and elected officials.

The current Comp Plan contains all amendments (see Annual Amendment Process) adopted by the Seattle City Council through the year 2004, together with the goals and policies of 38 neighborhood plans, including Northgate.

In December of 2004, the Northgate Area Comprehensive Plan policies were incorporated into the City Comprehensive Plan. It establishes Northgate as an Urban Center and targets it for the growth of 3,000 new housing units and 9,300 new jobs by the year 2014.

Northgate Area Comprehensive Plan

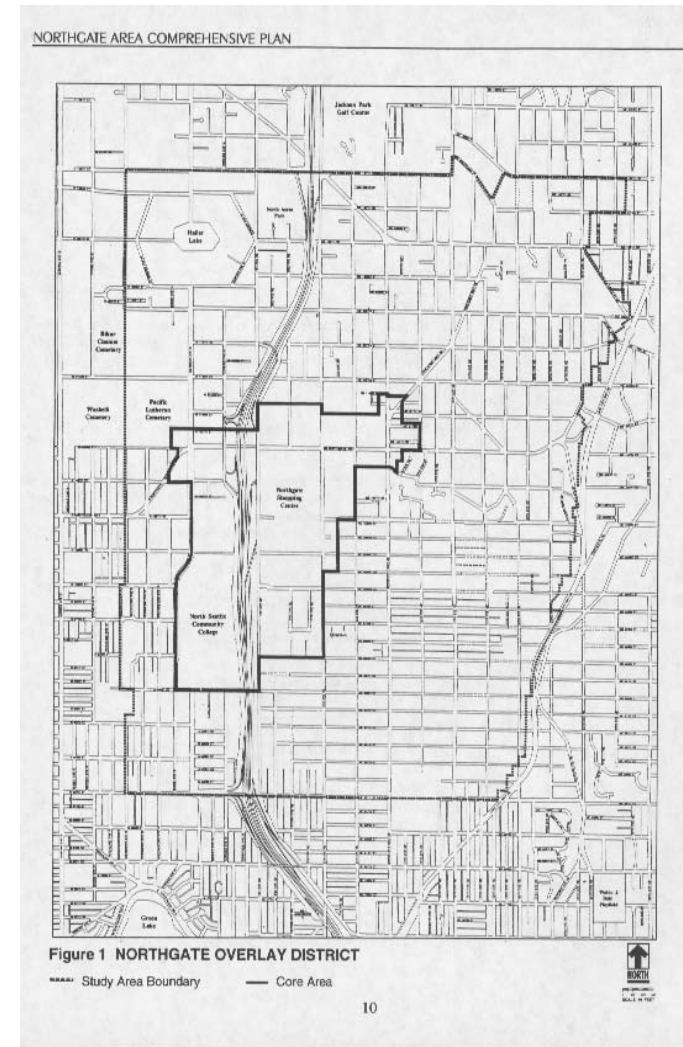
Development of a Northgate Area Comprehensive Plan was initiated by the City Council in December 1989 to plan for projected dramatic growth in the Northgate area and to address continued deterioration of traffic congestion. Creating this Plan provided an opportunity for residents, business people, and landowners of the Northgate area to study emerging growth and to shape the future of the area. The Plan addresses the period between 1992 and the initial operations of a regional high capacity transit system (after year 2002).

The Northgate Plan is intended to manage growth so that it can provide an opportunity for changing the character of the commercial core while enhancing the surrounding single family neighborhoods. It guides public and private investments regarding future land use, transportation and open space in the Northgate area. In addition, it offers greater predictability concerning future conditions for property owners, residents, developers, and City and public agencies.

The vision of the Northgate Plan is to transform a thriving, but under-utilized, auto-oriented office retail area into a vital, mixed-use center of concentrated development surrounded by healthy single family neighborhoods. With the improvements in this plan, the Northgate area will become a place where people live, work, shop, play and go to school - all within walking distance.

-Northgate Area Comprehensive Plan, 1992

After community discussion and recommendations, The Planning Department staff developed a revised plan, and the Northgate Area Comprehensive Plan went to the Seattle City Council for their review and was adopted in May of 1992.



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Resolution 30642

A resolution establishing a framework for actions to accomplish future steps for Northgate to encourage progress toward the Northgate Area Comprehensive Plan vision, specifically for economic development efforts, multifamily housing incentives, multi-modal transportation, pedestrian and open space improvements, integrated natural drainage strategies, sustainable design and green building, public art, planning for major commercial and multifamily residential development, and meaningful community involvement in these actions.

The Northgate Framework Resolution (30642) stipulated that “the stakeholders group shall report to the City Council. By September 1, 2004 the stakeholders group reported its activities, successes and problems associated with its organization and functioning, as a group to Council and the community.

In 2004, the Northgate Stakeholders Group was organized, representing a wide range of interests in the revitalization of Northgate. There are 22 seats at the table for stakeholders from community groups, local businesses, Simon Properties Group, King County/Metro, major institutions in the area, condominium owners, labor, senior citizens, and youth.



Coordinated Transportation Investment Plan

The City of Seattle is investing in Northgate to revitalize one of Seattle's major urban centers. Work is already underway on the Northgate Coordinated Transportation Investment Plan (CTIP) - a plan to implement improvements for walking, bicycling, transit and automobiles. Enhanced access combined with good vehicle and pedestrian circulation will contribute to the economic viability of the commercial core, attracting customers, visitors and employers. The results of the CTIP will recommend projects and programs that support the creation of a dynamic regional shopping and commercial center with dense multifamily development surrounded by residential neighborhoods.

The Coordinated Transportation Investment Plan (CTIP) is intended to facilitate the investment in the Northgate area envisioned by the Mayor's proposals. The plan will evaluate and define the existing and future transportation needs of the Northgate area. Building upon previous studies and taking a fresh look at conditions, the Northgate CTIP will:

- Evaluate both existing transportation needs and deficiencies.
- Analyze future transportation infrastructure needs defined by a land-use "build-out" scenario, focusing on a future "design" year. The analysis will define transportation improvements necessary to best meet the overarching community goals related to transportation within and through the Northgate area.
- Focus on converting the existing transportation network from one that is primarily auto-oriented to one that is balanced across all modes.



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- Prioritize the movement of people and goods, including the movement of pedestrians, bicyclists, bus transit, and high-capacity transit, and provide elements that assure that delivery vehicles and freight can adequately reach their destinations within the defined area.
- Identify measures to calm traffic throughout the area while at the same time providing safe and efficient corridors for people and vehicles moving to and through the area.
- Develop costs and funding sources to implement recommendations.

What is the outcome of a CTIP?

- A well-defined list of transportation projects and programs to address existing and future mobility needs within the Northgate area.
- The list of projects will lay out the basis for a long-term, comprehensive investment in the transportation infrastructure in the Northgate area.
- Transportation improvements that could be funded through developer mitigation, supporting efforts to link developer mitigation funds to meaningful area transportation improvements rather than create individual mitigation plans.

Who benefits from a CTIP?

- The greater Northgate community will enjoy coordinated transportation investments that best reflect the long-term goals of the community.
- For the development community, the CTIP approach offers assurances that infrastructure will be provided when it is needed. It also offers a way to facilitate a comprehensive, “coordinated look” to the transportation investments being made.



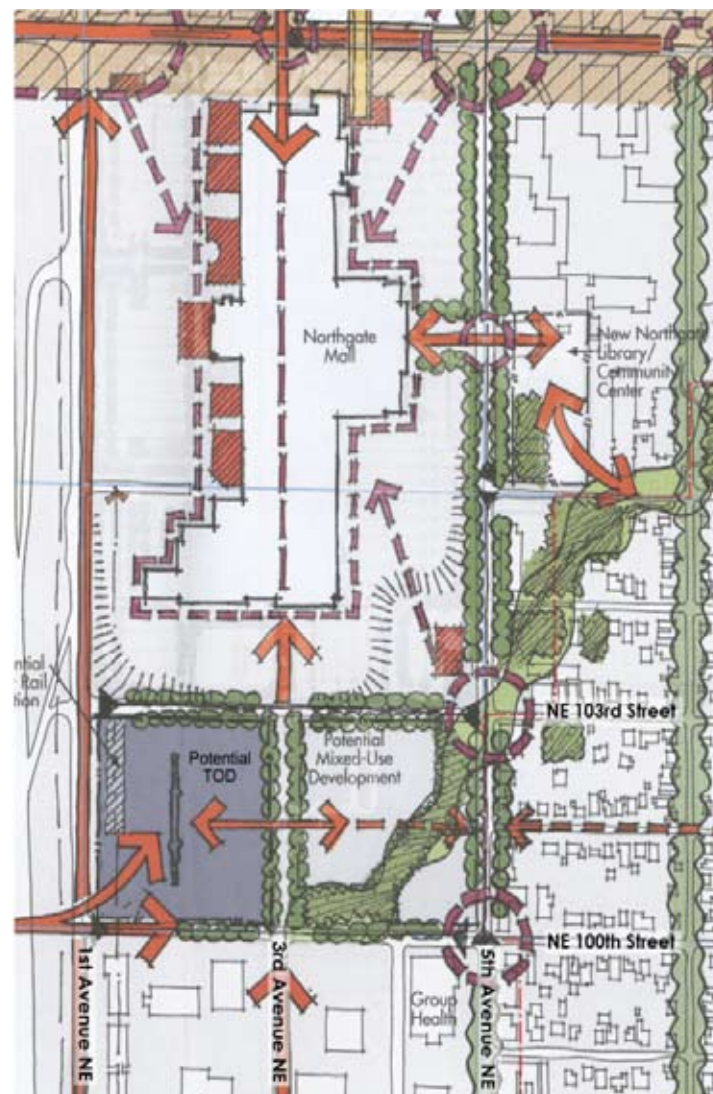
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Northgate Open Space and Pedestrian Connections Plan

Creating a pedestrian-oriented community and adding open space have been key priorities for the Northgate area for many years, as reflected in the Northgate Area Comprehensive Plan (NACP) and support for additional open space in the 2000 Pro Parks Levy. Council Resolution 30642 (adopted December 2003) recognizes the importance of focusing these priorities by calling on the City's departments and the Planning Commission to produce a plan to "increase open spaces, create and enhance pedestrian connections, and improve the pedestrian and bicycling environment in the Northgate Urban Center." Some recommendations for the Open Space plan include:

- Designing pedestrian corridors
- Taming the super-blocks
- Refine access to and through Northgate Mall
- Improving pedestrian routes across I-5
- Generating neighborhood connections
- Considering a NE Northgate Way pedestrian overpass
- Creating a pedestrian network to link existing open space
- Improving the pedestrian connections with North Seattle Community College

Seattle's Comprehensive plan calls for open space "That enhances environmental quality by providing Seattleites with light, air and visual relief through natural beauty and interaction with others." The Northgate Area Comprehensive Plan identifies a lack of quality open space and calls for actions to address this deficiency. Several initiatives are currently underway to address open space needs in Northgate. These include a new park next to the adjacent community center and library, the Thornton Creek open channel on the south lot and the planned 5th Ave NE Streetscape improvements.



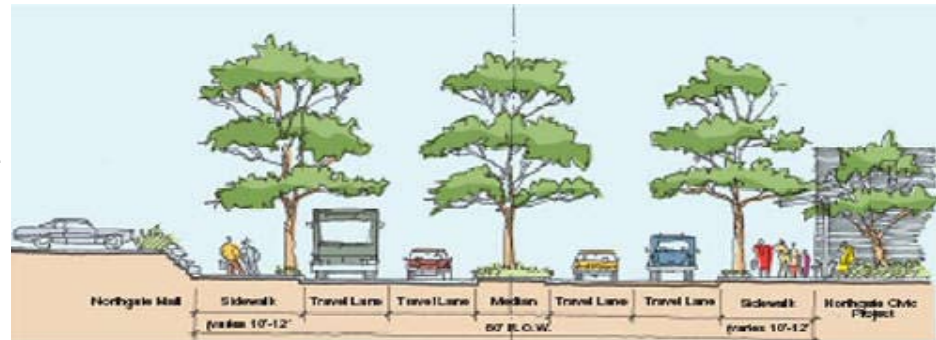
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5th Ave NE Streetscape Design Plan

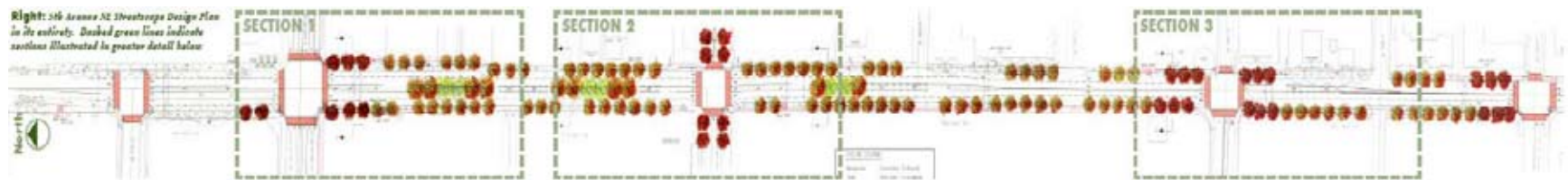
Transforming 5th Avenue NE into a pedestrian-friendly street has been a high priority for the Northgate community, first in the Northgate Comprehensive Plan and more recently as an element of the Mayor's Northgate Action Agenda. Northgate 5th Avenue NE Improvements have involved area property owners, residents, business owners, employees, and public agencies in developing a streetscape design for 5th Avenue NE, between NE 100th and NE 112th. The project will reflect the community's vision for transforming this street into a key pedestrian corridor that accommodates all modes of transportation for the Northgate Urban Center.

Key goals for the project are to:

- Help create a safe, attractive, public & private environment, that encourages pedestrian activity
- Help create the community's vision of a pedestrian friendly street
- Help create a balance among key users – pedestrian, vehicular and transit riders



The goal of this project is to begin changing 5th Ave NE, between NE 100th St and Northgate Way, from an arterial with a vehicular emphasis to an engaging pedestrian friendly corridor that accommodates all modes of transportation. The project will widen sidewalks, define street crossings, relocate two bus stops and improve the shelters, and increase opportunities for pedestrian movement between the community and key destination points, such as the new library and community center. The focus of the project will be the intersection at the mall entrance and the new library and community center site. Street trees and medians will be added to buffer pedestrians from traffic, consolidate private property access, and provide opportunities to create a sense of place. The project is the first phase of implementation for the concepts identified in the 5th Ave NE Streetscape Design Plan Final Report, dated April 2002.



Northgate Arts Plan/Northgate Neighborhoods Art Council

The Office of Arts & Cultural Affairs has commissioned Seattle artist Benson Shaw as Artist-in-Residence for Northgate. During the coming months, Shaw will work in the and collaborate with City staff from the Office of Policy & Management (OPM), Seattle Public Utilities (SPU) and the Office of Arts & Cultural Affairs (Arts). The art plan will focus on using art to reveal the presence of Thornton Creek in Northgate and build a pedestrian-friendly neighborhood. Shaw will work for three months developing the plan. His tasks will include:

- Learning about Northgate's plans through team members from the Department of Planning & Development, the Office of Policy & Management, Seattle Public Utilities, other policy-makers and stakeholders;
- Studying existing urban design plans, land use code, art plans and other documents that will influence the Northgate art plan;
- Identifying a variety of opportunities for art to be integrated into public and private development and the mechanisms that might make these happen; and
- Developing a pilot project proposal for the South Lot development.

If the pilot proposal is acceptable, Shaw will be commissioned to further develop and implement that proposal.



Dudley Carter's Totem Pole built in 1953



Shaw's "Cedar Dreams" Public Art Project in Edmunds, WA

Benson Shaw is a Ballard-based artist who has completed a large number of collaborative and design team projects in Seattle and throughout the United States. Some of his recent projects include the Olympia Transit Station and Wallingford Steps, both in collaboration with artist Clark Wiegman; Angie's Umbrella, a kinetic sculpture in Belltown, in collaboration with artist Jim Pridgeon; and a series of transit stops in Phoenix and Tempe, Arizona, where he is part of a large design team.

In addition to the Northgate Art Plan, the Northgate Neighborhoods Art Council was formed. Their mission is "to enhance our community identity through arts and culture" and their goals include:

- The Northgate Arts Council will serve as a resource for the communities that are in the overlay district of the Northgate Comprehensive Plan, including Maple Leaf, Pinehurst, Victory Heights, Haller Lake, Meadowbrook, and the Northgate area.
- The Council will work with the business community, neighborhood groups, and artists to provide public art settings within our communities.
- The Council will heighten awareness of the importance of art in our lives and communities.
- The Council will also provide opportunities to local and emerging artists.

Northgate Technical Design Workshop

On March 7, 2005, the Department of Planning and Development hosted a technical design workshop to facilitate interaction between the major players involved in the Northgate Revitalization. The main goal of the workshop was to give the different parties involved in the project a chance to meet each other, share ideas and visions and realize the mutual benefits of working together. About 30 people involved in all aspects of the project attended the workshop. Some of the different groups that attended were:

- Seattle Department of Transportation
- King County Metro
- Simon Properties
- Lorig Associates
- Seattle Public Utilities
- Sound Transit
- Seattle Public Libraries
- Hewitt Architects

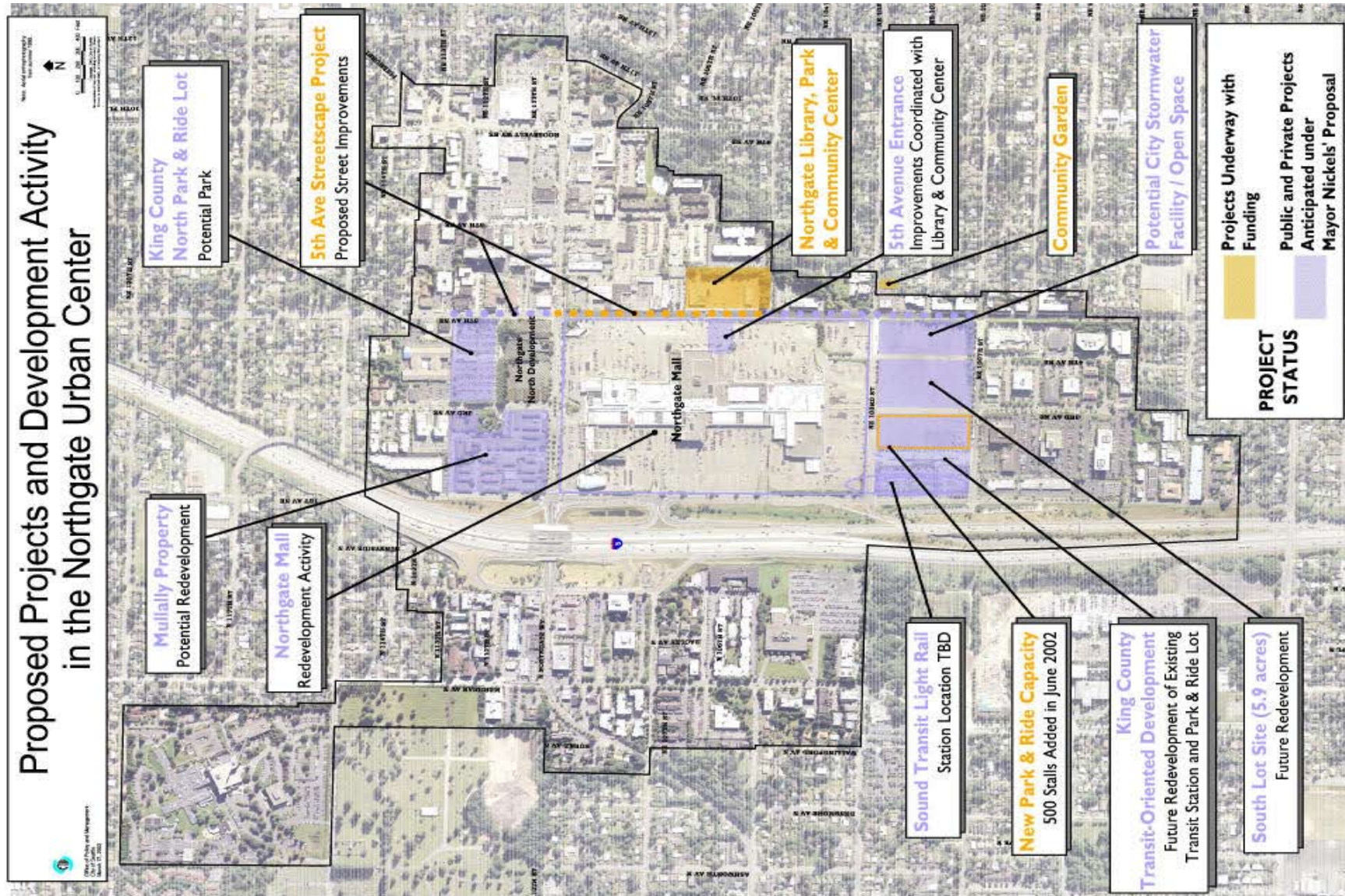


The workshop was organized so that after a series of brief presentations by each party about their projects, the attendees were divided into two groups and encouraged to participate in an open exchange of ideas. These ideas were then presented to everyone in attendance and followed by questions and comments. Some of the topics that the groups focused on were: Important edges and connections, consistency in design, pedestrian connections, bus staging, the new 3rd Ave design, landscaping and tree types and Simon Properties proposed Northgate Mall redevelopment.

The results of the Technical Design Workshop were synthesized and sent out to all of the people who attended. It is hoped that this will help to assist in the design process as well as improve the communication and relationships between the different groups involved in the Northgate Revitalization project.

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III. Current Northgate Projects (Present – 2006)



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Civic Center Project: Library, Park and Community Center



The City of Seattle received six bids on Feb. 10, 2005 for construction of the Northgate Community Center, Library and park project. Four of the six bids were within the project construction budget. The City is now taking the administrative steps to move forward with the award of the contract for the estimated \$8.5 million project.

The project includes building a 10,000-square-foot library, a 20,000-square-foot community center and a 1.67-acre park on

the site of the Goodyear store (the former Bon Tire Center) at Fifth Avenue Northeast and Northeast 105th Street and the commercial site one lot north. Two commercial buildings on the property will be demolished.

The Seattle Department of Transportation will install street medians, sidewalks, and street trees on Fifth Avenue Northeast between Northgate Way and Northeast 105th Street, in the first phase of improvements planned for the street. A pedestrian promenade with an improved crosswalk will connect the new community center and branch with the Northgate Mall entrance.

The Miller|Hull Partnership designed the buildings and the park to create an urban gathering place for the community. The library will be prominently located along 5th Ave NE. The main reading space will be focused toward the park. The community center will be placed at the south end of the site with a children's play area to the north to maximize the green space devoted to the park.

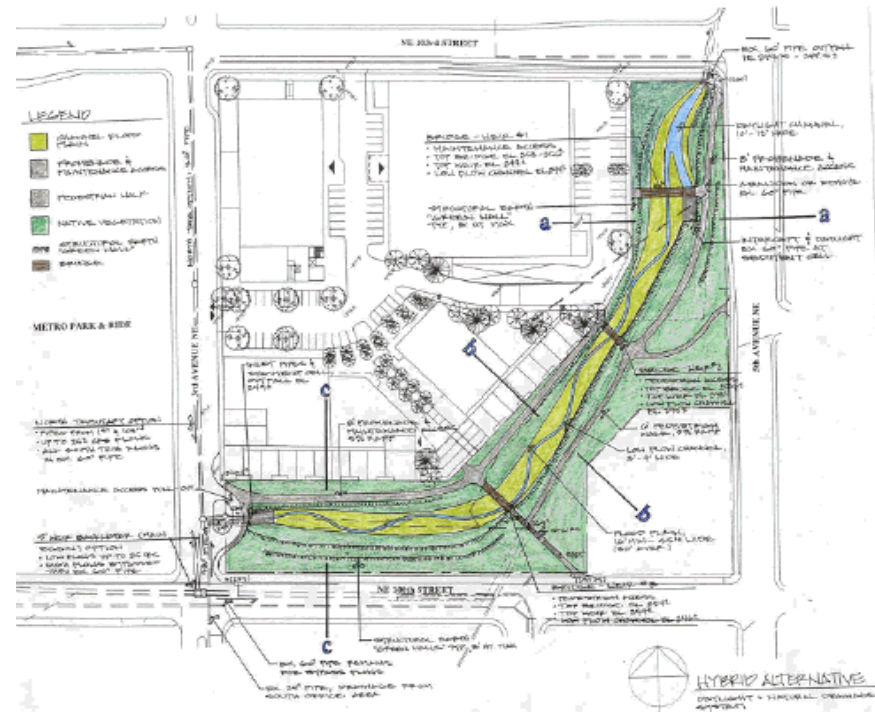


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Thornton Creek Water Quality Channel

The 2.7 acre Thornton Creek Water Quality Channel project will use natural drainage system technology to enhance Thornton Creek and provide valuable open space for the Northgate community. The design allows for year round water flows through the channel with higher flows during rainy weather.

Located at the headwaters of the South Branch of Thornton Creek, this site offers the last available opportunity to provide water quality treatment to this 670-acre drainage basin before storm water reaches the creek. The channel design diverts storm water from the drainage pipe under NE 100th Street to a series of surface swales landscaped with amended soil and native plants to help clean, infiltrate and slow the storm water before it reaches the creek. The channel will have water flowing in dry weather, as well



as cleanse storm water from the frequent storms. The existing storm drain pipe will stay in place to carry high storm flows when the channel cannot handle all the storm water volume.

The design will also include native landscaping and pedestrian pathways that provide access through the site with connections to the Lorig mixed-use development, the King County Transit Center, the Northgate Mall and the new Library and Community Center just up 5th Avenue NE.

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South Lot Development



In addition to these changes, a new 3rd Ave NE will be added connecting the south lot and park and ride between NE 100th and NE 103rd streets. This new 3rd Ave will: improve pedestrian circulation, provide better access to the development, improve the south entry to the Northgate mall and improve bus circulation.

Lorig Associates has purchased the remaining 5.9 acres of the vacant lot south of the Northgate Mall from Simon Properties for mixed-use development.

Lorig has plans to develop: 150,000 square feet of retail, office or commercial space, 225 mixed-income residential apartments, 110 condominium units, a 16 screen theater complex and attractive public plazas and walkways. On the southeast corner of the lot facing the channel there will be a 125 unit ERA Care senior housing community. Also included on the site will be a 500 space parking structure for shared use between the residents of the Northgate Commons and commuters using the adjacent Transit Center.

Lorig and the city will collaborate with the King County Transit Oriented Development so that the entire south lot is a well-planned development integrating attractive public open spaces, good pedestrian circulation, environmental improvements, including natural drainage to benefit Thornton Creek and preserve the option for creek daylighting and careful management of transportation impacts.



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King County Transit Oriented Development

In March 2003, the King County Department of Transportation completed conceptual design alternatives for the Northgate Transit Oriented Development (TOD) project, which will be built on eight acres now occupied by two King County Metro Transit park-and-ride lots and the Northgate Transit Center.

The county completed a phasing plan for the vertical mixed-use conceptual design in mid-2004 and is conducting ongoing analysis of the plan.

Project goals

The TOD design ultimately selected for this location will preserve the site as a vital public transportation hub in north Seattle. The site will continue to be an important transfer point and could accommodate such additional services as light rail and monorail stations. Weekday bus trips through the Northgate Transit Center now total 785, with more than 7,000 passenger boardings each day. By 2020, Northgate light-rail ridership is forecast to be 10,000 boardings per day, with 75 percent of those riders arriving and departing by bus.

Integration of the bus transit center and light rail and monorail stations at Northgate with high-density, mixed-use urban development on the “super block” south of the mall will increase transit ridership and help the City of Seattle achieve its growth management targets. For example, the 575 housing units shown in design Alternative 1 would satisfy almost 20 percent of the city’s 2014 housing target for this urban center.



TOD Concept Design

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Elements of the design concept

Traffic relief - Traffic congestion on 1st Avenue NE and 5th Avenue NE would be relieved by intersection and signal improvements, additional lanes on NE 103rd Street, and the creation of a new street, 3rd Avenue NE, that connects the existing office park south of NE 100th Street with the mall north of NE 103rd Street.



Parking - The existing capacity of the four park-and-ride lots at Northgate is approximately 1,400 stalls. The TOD project would replace these stalls and provide more spaces for commercial and residential use.

5th Avenue NE Park - King County could “surplus” the park-and-ride lot at 5th Avenue NE and NE 112th Street, located next to Target and Best Buy, giving the City of Seattle the opportunity to purchase it for creation of a park.

Environmental friendliness - King County is studying the feasibility of sustainable building practices, such as “green roofs” for the buildings.

Additional Features

Land Uses - There are two new parking structures with 575 apartments; retail, restaurant, health club, hotel or office space, a cinema, and a daycare center above the parking structure on the south lot. A second parking structure at the northeast corner of 1st Avenue NE and NE 103rd Street would serve the north end of the future light rail station.

Bus-rail connections - By relocating the Northgate Transit Center to 1st Avenue NE, King County could provide excellent connections for passengers transferring between Metro buses and both the future Sound Transit light rail station and a potential monorail station. King County Metro Transit and the City of Seattle have tentatively agreed that this proposal should be considered for further study.

Private financing - The first alternative assumes a cinema would be built with the owner paying a share of the cost for the construction of 800 shared-use parking stalls that would be used by commuters during the day and moviegoers in the evening.

Stormwater - Stormwater from the TOD project would be detained on site and potentially directed to the City of Seattle’s stormwater treatment feature, “the Channel” at Thornton Creek.

Simon Properties Mall Expansion



Simon Properties have decided on a major redevelopment of the Northgate Mall. One of the most noticeable changes will be the demolition of the medical office building and the Northgate Theater. These buildings are vacant and deteriorating and will open up valuable space for new development. In place of these buildings and along the whole west side of the mall, Simon will be adding 104,000 square feet of “village lifestyle” retail. In addition to this retail expansion, numerous plazas, gathering places and pedestrian connections will be added around the existing mall entries to create a vibrant pedestrian experience.

On the south end of the mall, a new 590 car parking structure will be erected to accommodate the increased amount of shoppers. Retail will also be added along the Northwest and southwest corners of the mall with connections to the main mall area. On the east side of Northgate, a new pedestrian promenade will be constructed which will act as a link between the Northgate Mall and the new library and community center being built on the east side of 5th Ave NE.

Simon is also adding storefronts, canopies and street amenities which will create an urban street edge and will ultimately create pedestrian activity to the adjacent Northgate fabric. Along with new landscaping and pedestrian links, the completed product will be a vast improvement over the old auto-oriented Northgate Mall.



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Wallace Properties Development

Wallace Properties owns several pieces of property on the southeast corner of 5th Ave NE and NE Northgate Way. The Fifth Ave Plaza and Northgate Place are both mixed use office and retail structures approximately 20,000 square feet in size. These buildings are surrounded by asphalt parking lots which in some places is in a state of major disrepair.

One of the pieces of property that is closest to the corner of 5th Ave NE and Northgate Way is a former drive through banking center. It was demolished some time ago in hopes of putting a new building there, but it is currently just cracked asphalt that is vacant and overgrown with weeds. Redevelopment of this property has the potential to greatly enhance the overall pedestrian experience and visual appeal of Northgate Way. By developing the existing vacant lot into street level retail frontage, the buildings behind it will not be as isolated and pedestrian access to the area will be greatly improved.

Wallace Properties is currently exploring the possibility of developing this vacant property into some sort of mixed-use retail, but is still in the early planning stages.



IV. Potential Projects (2006 – 2010)

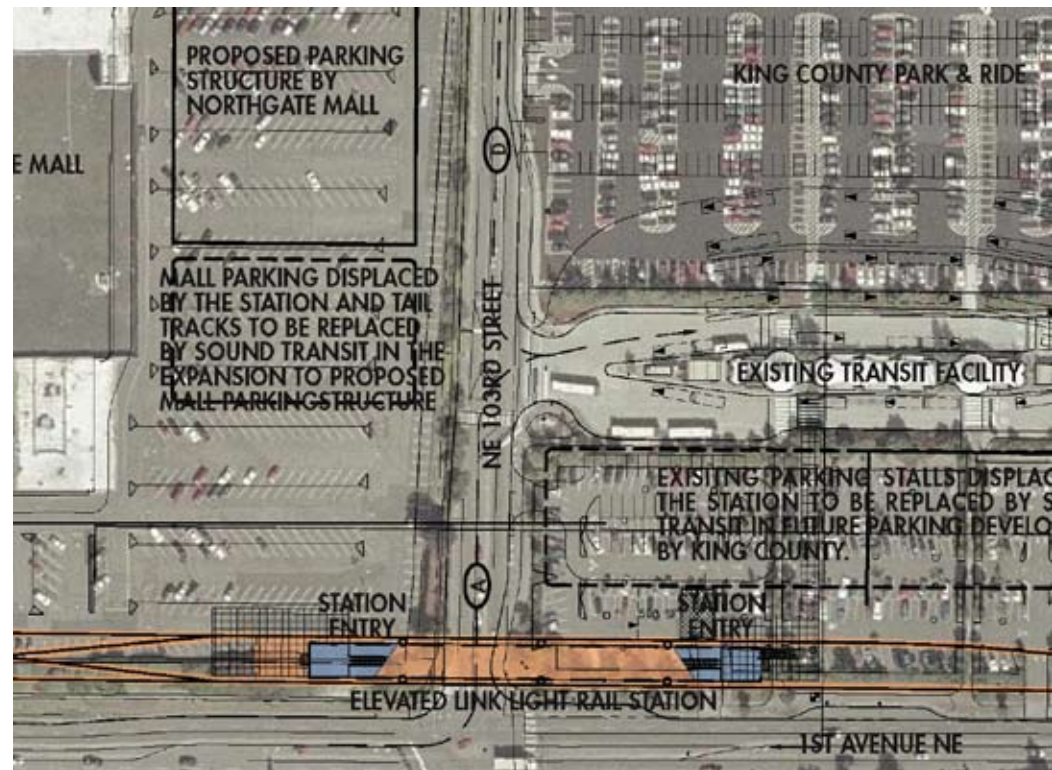
Sound Transit Light Rail

The North Link Draft Supplemental Environmental Impact Statement considered two general station options for Northgate. Northgate station options will be analyzed further during preliminary engineering and will consider recent public and private development plans. Sound Transit continues to work with King County Metro, the City of Seattle, and other Northgate stakeholders. Access to the transit center and park-and-ride facilities is also being considered.

The key features of this station will be: An elevated station and track approximately 25 feet above ground, two station entrances with elevators, escalators and stairs at each entrance and tail and pocket tracks for switching and storing trains located on the SW corner of the Northgate Mall parking lot. The station will be fully equipped with amenities including restrooms, ticketing machines and covered bike storage.

Issues to consider during preliminary engineering:

- Station location, entrance, and functional design
- Pedestrian, bus and bike access
- Construction staging areas
- Potential park-and-ride lot impacts
- Future extension of light rail north of the Northgate Station

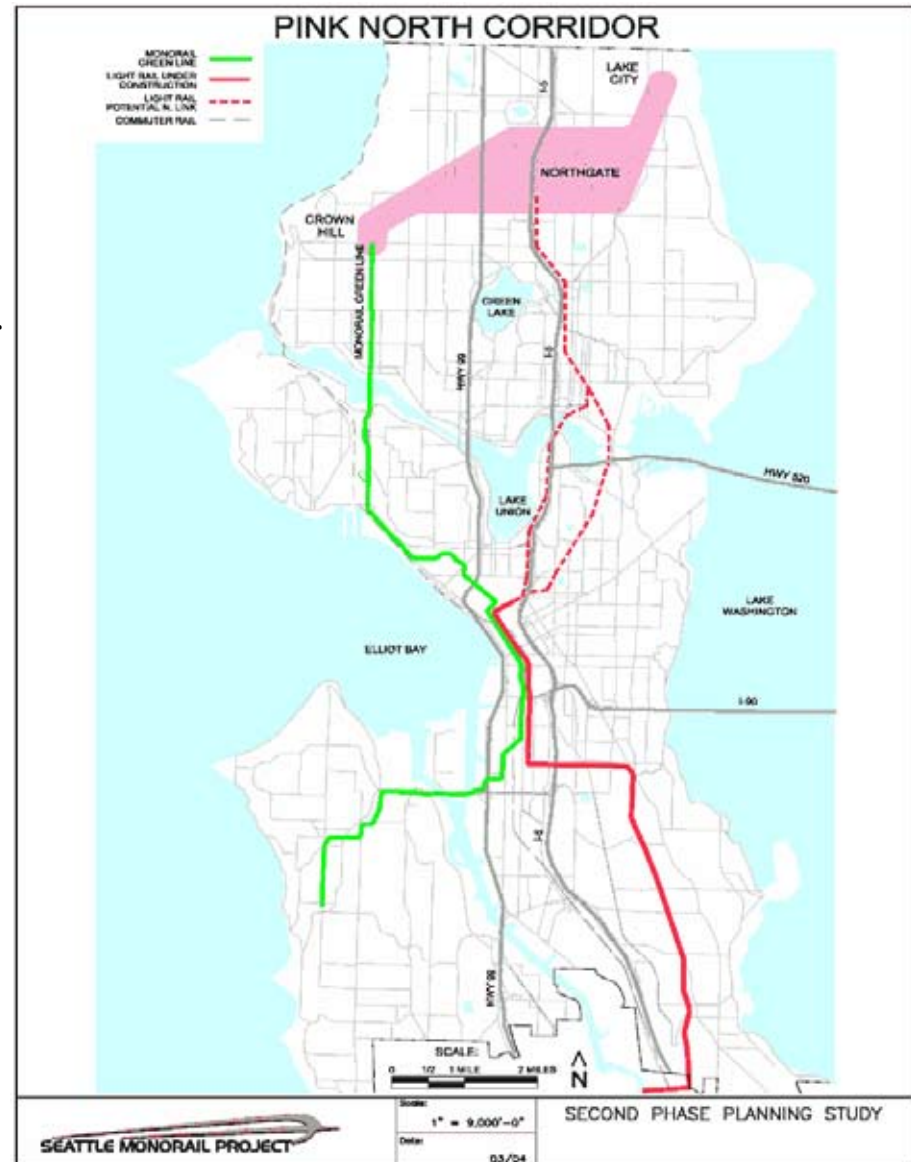


Seattle Monorail Project

The Seattle Monorail Project has initiated planning for Phase II of the Monorail system. Several possible extensions from the current Green Line or new lines have been identified. One of the Phase II options is to extend the Green Line from Crown Hill to Northgate. The proposed Pink Corridor would connect the Green Line from Crown Hill to Northgate and Lake City in the north and from the Morgan Junction to the Fauntleroy ferry terminal in the south. At this time, it is uncertain which Phase II corridor will be selected. While many uncertainties exist for this project, CTIP needs to make some planning assumptions.

The Pink Corridors are two of several corridors being evaluated in the process of selecting a corridor for the second phase line to be built in the city-wide system. During 2004 the Seattle Monorail Project will be evaluating different corridors, with public input helping decide which corridor will be most popular. It is anticipated that a decision on a specific corridor will be made late in 2004 or early 2005.

On July 2, 2004, preliminary reports were released evaluating the two Pink Corridors. One report indicated many reasons in favor of the Pink North Corridor, but noted that it would be necessary to cross the Interstate 5 freeway by Northgate Mall. The report for the Pink South Corridor anticipated poor ridership and considerable opposition from many members of the community.

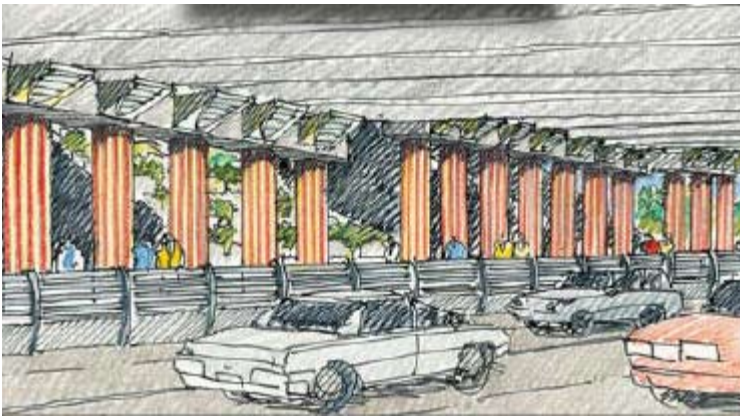


Interstate 5 Pedestrian Links

Crossing I-5 is a challenge, but not an impossible one. It is essential to knitting the east and west portions of the Northgate area together. Both pedestrian and bicycle connections need to be improved across I-5. High vehicular speeds and multiple freeway on and off-ramps make crossing under I-5 at NE Northgate Way particularly perilous. While crossings over the freeways are possible at NE 92nd Street, both pedestrian and bicycle conditions need to be improved. The future expansion of Northgate Transit Center – to accommodate light rail and mixed use development and continued growth of North Seattle Community College and other office and residential development west of I-5, calls for another crossing of I-5.

Goals:

- In the short term, the existing crossings over I-5 at NE 92nd Street, NE 117th Street and under Northgate Way could be improved in many ways to make them safe, attractive and more convenient for pedestrians.
- In the long term, the City, Metro King County, area institutions and organizations should advocate the Washington State Department of Transportation to include a grade separated pedestrian crossing in any I-5 reconstruction or reconfiguration plans for the facility (most likely connecting NSCC with the Northgate Transit Center at NE 100th Street).
- Fill in gaps in sidewalks and paved roadways from NSCC to the Transit Center, across NE 92nd Street and along 1st Ave.
- Improve lighting and general physical appearance of Northgate/I-5 underpass (painting pillars, etc.) to make it more attractive and safe for pedestrians.



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Other Development Activity: *Mullally Development Co.*

The Mullally Development Company is exploring the possibility of redeveloping the 207 unit Northgate Apartments adjacent to the I-5 freeway on the north side of Northgate Way. The Mullally Development Co. wants to overhaul the existing Northgate Apartments site and replace it with a large scale multi-family residential housing project. The elimination of the General Development Plan which limited construction of new large scale developments has allowed Mullally to move forward with the redevelopment plans. Currently, Mullally is assessing the feasibility of the project and is still in the early planning stages.

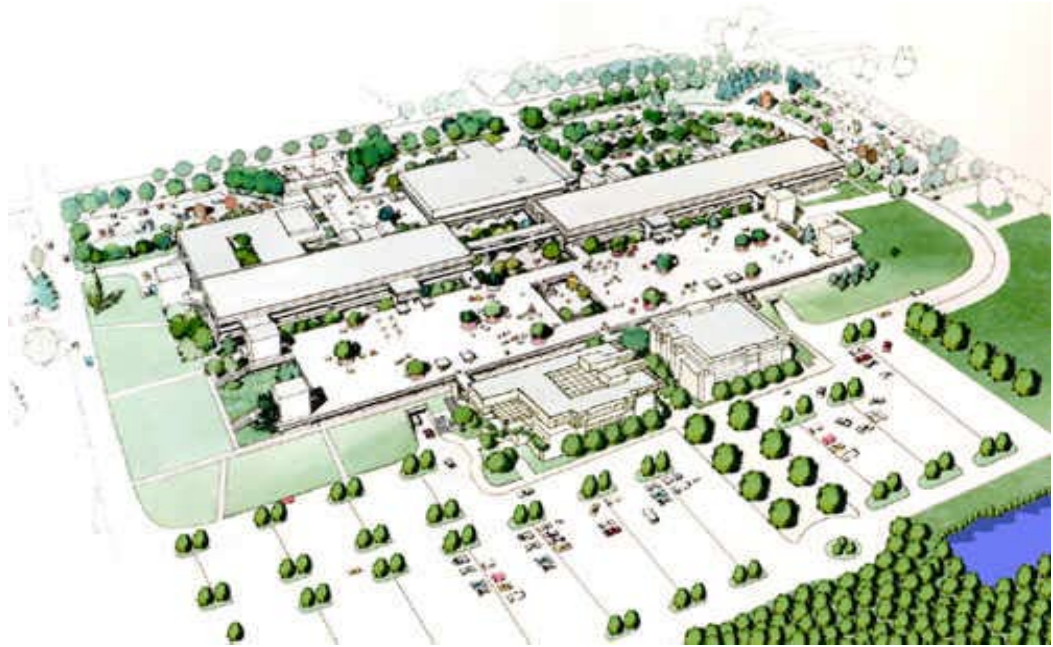


North Seattle Community College & Northwest Hospital: Major Institution Master Plan Update

Both the Northwest Hospital and the North Seattle Community College are located within the Northgate urban center boundary. As part of the Seattle Municipal Code, these institutions are required to update their Major Institution Master Plans regularly with the city. Both the hospital and college are in the early stages of updating their plans in accordance with city and Northgate Overlay District policies.

The Major Institution Master Plan is a set of rules that governs all of the major institutions in Seattle. For the purpose of this rule, “development activity” includes significant projects, development or changes exceeding 4,000 square feet of gross floor area that are owned, leased or otherwise controlled by the major institution both within the Major Institution Overlay (MIO) District boundaries and outside but within 2,500 feet of the MIO District boundaries. This includes new structures, external additions or expansion of existing structures and other outdoor alterations, demolition, change of use, and change in leasing agreements with non-major institution use of major institution facilities inside or outside of the MIO District boundaries, etc. “Development activity” does not include information related to elevator, mechanical, plumbing, boiler, and similar technical or fire and life safety permits.

Just as the citywide Framework Policies and Comprehensive Plan will set the standards for future sub area plans, sub area plans guide Major Institution Master Plans within their boundaries. The Northgate Area Comprehensive Plan establishes the goals, values, development patterns, and policies for the community. The Northgate Area Comprehensive Plan will be the underlying zoning for New Major Institution Master Plans.



V. Appendix

Regulations, Guidelines and Plans

Northgate Area Comprehensive Plan Integrated Framework

The Recommended Framework Policies for the citywide Comprehensive Plan provide guidance and direction to subsequent sub area and neighborhood plans. These recommendations have not yet been adopted. However, the Northgate Area Comprehensive Plan is consistent with the framework policies. Eight key framework policies are noted here:

T-3. The City shall actively support the development of a regional transportation system consisting of greatly expanded transit capacity, high-occupancy vehicle improvements on highways and arterials, bicycle facilities, and pedestrian-oriented neighborhoods. Planning and implementation for each component of the transportation system shall be integrated with land use, facility, infrastructure and human services planning.

UC-4. In addition to downtown, employment and housing growth shall also be accommodated through continued intensification of development in existing activity centers which have easy access to the regional transportation system and adequate zoning and infrastructure capacity for substantial growth... If the regional transit project is not approved, other criteria used to establish growth centers would still apply, including: the potential for transit, bicycle and pedestrian access to downtown and other regional employment centers, a strong neighborhood commercial core, or a strategic location within the transportation network that provides convenient access to numerous destinations. Other considerations for designating growth areas shall

include potential for an active pedestrian environment; existing development conditions that promote the successful integration of higher density development with the surroundings; and availability of services and amenities necessary for a high quality of life in dense, pedestrian-friendly, urban neighborhoods.

OS-3. The level of regional growth accepted in Seattle shall be tied directly to the ability to provide open space that adequately offsets the social and environmental consequences of more intensive urbanization.

R-5. Seattle shall support regional growth management goals by absorbing a larger share of regional growth than is projected under current policies. Seattle shall remain the region's population, employment, financial and cultural center.

EV-2. The City shall actively encourage employment growth and economic expansion and promote Seattle as a center of the emerging global economy. This is intended to discourage sprawl and change travel choices, increase op-

portunity and equity for the city's distressed communities, raise personal incomes, increase tax revenues, and increase economic diversity.

EV-6. Seattle shall continue to be a regional center for financial, legal, business, cultural, health and government services, and a crossroads for international trade.

UC-5. Transitions may be provided either by creating areas of slightly greater density around high-density areas or by creating a buffer within the high-density area, depending on the circumstances and a neighborhood planning process. Alternatively, Council approved neighborhood plans could determine that transition areas are not needed or other kinds of buffers are desired.

A citywide Comprehensive Plan was adopted by the City Council in 1994 establishing broader direction for the City. Although begun prior to development of the Framework Policies and the citywide Comprehensive Plan, the Northgate Area Comprehensive Plan will be a sub area plan to the citywide guidelines.

T-7. The City shall establish mode-split goals for on-single-occupant-vehicle travel to all significant employment activity centers within the city to reflect each center's contribution to the solution of the region's transportation problem. Such goals will vary by development densities, access to transit service and other alternative travel modes; and levels of congestion. The comprehensive plan shall demonstrate what transportation system improvements, demand management and land use strategies will be needed to achieve these goals. The mode split goals shall be coordinated to achieve regional goals.

Northgate Area Comprehensive Plan Policies

Policy 1 - Establish an Overlay District: A Northgate overlay district shall be created to address the special characteristics of development in the area.

Policy 2 – Regional Activity Center: The land use pattern in the Northgate area should concentrate employment activity where the infrastructure and transportation system can best accommodate it.

Policy 3 – Mixed Use: A mixture of activities including commercial and residential uses shall be promoted in areas with NC and RC zoning designations. (Land Use Policy)

Policy 4 - Housing: Additional multifamily housing opportunities for households of all income levels shall be promoted to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas. (Land Use Policy)

Policy 5 - Transition: To reduce conflicts between activities and to promote a compatible relationship between different scales of development, a transition shall be provided between zones where significantly different intensities of development are allowed.

Policy 6 – Reduction of Vehicle trips: The efficiency of the transportation system shall be maximized by accommodating more person trips rather than vehicle trips.

Policy 7 - Transit: Enhance transit service and facilities to make it a more attractive travel mode for persons living and working in the Northgate area.

Policy 8 - Pedestrians: Increase pedestrian circulation with an improved street level environment by creating pedestrian connections that are safe, interesting, and pleasant.

Policy 9 - Parking: Manage parking supply, location and demand to discourage the use of single occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or HOV usage, or detracting from the creation of an attractive pedestrian environment.

Policy 10 – Vehicular Circulation: Reduce the impact of increases in traffic volume by minimizing conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.

Policy 11 – High Capacity Transit Station: Development of a high capacity transit station shall be designed to minimize impacts on surrounding neighborhoods by emphasizing non-motorized access, transit supportive land uses, and an attractive pedestrian environment at and near the station.

Policy 12 – Open Space: A system of open spaces and pedestrian connections shall be established to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.

Policy 13 – General Development Plan: General development plans shall be required to ensure that the development of super-blocks in the Northgate area support and reinforce the vehicular/pedestrian balance envisioned to complement transit use in the Northgate overlay.

Policy 14 - Drainage: Reduce potential runoff into Thornton creek, and restore the creek to enhance aquatic habitat and absorb more runoff.

Policy 15 – Human Services and Community Facilities: Provide quality human services for all segments of the population.

Policy 16 - Financing: The city should explore and develop a variety of strategies for financing the implementation of this plan.

Resolution 30642

- The Seattle Comprehensive Plan designates Northgate as an Urban Center
- The Northgate Area Comprehensive Plan (NACP) adopted in 1993 identifies a community vision for the projected growth of Northgate
- The NACP vision is to concentrate new office, retail and multifamily development in the core of the Northgate area surrounded by lower density residential neighborhoods, and to create a transit-supportive environment that emphasizes multi-modal transportation solutions including improved pedestrian, bicycle, bus transit, and high-capacity transit facilities and services
- The Northgate area has substantial unbuilt development capacity and, therefore, provides one of the best opportunities in Seattle to create a vibrant Urban Center that integrates well with being a major regional transportation hub
- Northgate has not progressed substantially toward realizing the Comprehensive Plan housing and job targets, therefore, it is the City's goal to stimulate community and economic revitalization
- The City continues to strive to balance the interests of businesses, land owners and developers, and neighborhood residents in ways that contribute positively to neighborhood vitality
- The issues and opportunities facing the Northgate area are complex, and the City should take a strong role in guiding development towards the Urban Center vision
- City initiatives should reflect community priorities that are embodied in Resolution 30327 adopted by the City Council in 2001 which approved the City's Work Plan Matrix to aid in implementing the NACP
- New housing development is vital to achieve the NACP vision and Northgate's success as an urban center
- Northgate currently plays major local and regional transportation roles that will become increasingly significant if proposed projects for King County Transit-Oriented Development, Sound Transit light rail service, and a potential future monorail line are realized
- Transportation and traffic problems currently exist in the Northgate area, and traffic analysis and planning are key to successfully accommodating future development and managing growth
- Many important community projects including the City funded community center, library, and park are now underway to support the Northgate vision; however, there remains a need to continue to enhance and increase public open spaces and provide pedestrian improvements and connections

- The City recently accepted a 5th Avenue NE Streetscape Design Plan and approved Northgate Design Guidelines, and has taken other steps to implement the vision expressed in the NACP and the Seattle Comprehensive Plan
- Storm water issues such as water quality, detention and infiltration need to be approached holistically within the context of the watershed and can be addressed by both City actions and as properties develop over time
- Daylighting Thornton Creek on the South Lot could provide open space and an amenity to future development on the South Lot

Section 1 – Framework

Direct actions to be developed to realize the vision of the Northgate Area Comprehensive Plan (NACP) “transform a thriving, but underutilized, auto-oriented office/retail area into a vital, mixed-use center of concentrated development surrounded by healthy single family neighborhoods”.

It dictates specifically for:

- economic development efforts
- growth management
- housing incentives (multifamily and single)
- transportation(multi-modal)
- pedestrian and open space improvements
- integrated natural drainage strategies
- sustainable development, design and green building
- public art
- planning for major commercial and multifamily residential development
- meaningful and direct community involvement in these actions

Section 2 - Comprehensive Plan Policies

Incorporation of the consistent policies of the NACP into the language of the Seattle Comprehensive Plan as is appropriate. Confirm that the Northgate community vision as an Urban Center is been recognized in the City’s Comprehensive Plan update of 2004.

Section 3 - Economic Development

In 2004 City agencies identified the appropriate tools to encourage consistent development to support diverse business types and sizes. Where needed funding sources, incentives and participation from city and private sector was also identified and/or recommended for Council approval and implementation.

Section 4 - Housing Incentives

The Office of Housing (OH) and DPD have been directed to develop long-term strategies and incentives to stimulate the production of multifamily housing through:

- Revising zoning and development regulations such as parking requirements, maximum and minimum density requirements, height limitations for mixed-use projects, and proposing legislative remapping of zoning classifications of large parcels.
- Policy and program initiatives that encourage the development of housing as part of transit-oriented development.
- Targeting of housing incentives such as the Multifamily Tax Exemption Program. Including strategies that achieve diversity of housing type and affordability levels.

Section 5 - Transportation Planning and Traffic Analysis

SDOT and DPD have been developing the Northgate Coordinated Transportation Investment Plan (CTIP). Its purpose is to facilitate public and private investment in Northgate area transportation projects and services, coordinating transportation investments that reflect the long-term goals of the NACP. The CTIP is the transportation component of the Planned Action EIS for the Northgate area.

Section 6 - Open Space and Pedestrian Connections

DPD, SDOT, DPR and the Seattle Planning Commission has developed a transmit plan for Council consideration. The purpose is to increase public open spaces, create and enhance pedestrian connections, and improve the pedestrian and bicycling environment in the Northgate Urban Center. The plan will be used in the design review process as a supplement to the neighborhood specific design guidelines and the overlay district development standards. Work might result on amendments to both documents.

Section 7 - Natural Drainage Strategies

DPD, SPU, DPR and OSE have developed innovative approaches to storm water management, water quality treatment, and habitat protection. Implementation of the Thornton Creek Five-Year Action Agenda is in place. In coordination with the development of the 2004 Seattle Comprehensive Drainage Plan. SPU and OSE have identified the natural drainage strategies that make sense with Northgate area. Partnerships between private development, state, county agencies, and the City on the use of rights-of-way were identified and have been put in place on the plans and are under consideration of the Council for implementation and/or consideration.

Section 8 - Sustainable Design and Green Building

OSE prepared a strategy and work program that promotes the use of sustainable design and green building principles in both public and private developments in the Northgate area. It includes recommendations for additional programs, incentives, and assistance.

Section 9 - Public Art

The Seattle Office of Arts and Cultural Affairs have worked other City departments implementing consideration for enhancing the Northgate Urban Center with public art. It is intended that by June 1, 2005 a public art proposal will be in place and will cover the area contemplated between Interstate 5 to 15th Avenue Northeast and for 5th Avenue Northeast from Northgate Way to NE 103rd Street. The participation of an Artist in Residence program has been active since October 5 of 2004.

Section 10 - Area Wide Development Impact and Mitigation Analysis

The City wishes to foster a vibrant Urban Center and stimulate development potential in the Northgate area by providing alternative means to the General Development Plan process to promote coordinated development and to address the impacts of such development in a coordinated fashion. To accomplish this, the Council directs OPM in conjunction with DPD and the Planning Commission to submit to the Council by April 15, 2004 a report with recommendations on next steps to help ensure that area wide development impacts are effectively analyzed and mitigated, including consideration of developing a SEPA Planned Action for the Northgate Overlay District (pursuant to SMC Chapter 25.05). The report should include a scope of work, timeline, cost, and source of funds for various options.

Section 11 - Development Agreements

The City may wish to use Development Agreements as an optional means to accomplish development that furthers the goals of the NACP. The City shall establish a public comment process that ensures appropriate opportunities for public

comment on the elements of any proposed Development Agreement. In determining whether to approve a Development Agreement in the Northgate Overlay District, the Council shall consider the extent to which the proposed development or redevelopment:

- a.** Contributes toward meeting the Northgate Urban Center housing targets;
- b.** Is coordinated with approaches to transportation planning and traffic analysis with surrounding properties and the City, such as the CTIP or a Planned Action EIS, with the goal of reducing use of single-occupant vehicles and reducing or minimizing pedestrian and vehicular conflicts and other potential negative traffic impacts on neighborhoods;
- c.** Proposes improvements to the street level environment and circulation for pedestrians, including coordination with area-wide pedestrian circulation and open space plans such as the 5th Avenue Streetscape Design Plan;
- d.** Includes natural drainage strategies such as those described in the Thornton Creek Five-Year Action Agenda and “Refining Our Choices” for Northgate; and
- e.** Incorporates sustainable design and green building practices in the proposed development.

Section 12 - South Lot Planning and Acquisition

In its Development Agreement with Simon Properties, the City has negotiated a one-year option to purchase 2.7 acres on the eastern portion of the South Lot for \$375,000 to be used for open space and natural drainage strategies, including preserving the option for the possibility of current or future daylighting of Thornton Creek. Lorig Associates (Lorig) will be obtaining an option to purchase the middle 5.9 acres of the South Lot from Simon Properties. Therefore, the Council directs OPM and DPD to engage in coordinated planning with Lorig, King County (which will be developing a transit-oriented project on the western portion of the South Lot), and citizens and interest groups within the Northgate community on coordinated site design and planning for the South Lot. Issues requiring coordination include transportation, open space, and pedestrian improvements (as well as any required mitigation), and the potential for a contiguous open space that allows for future potential daylighting of Thornton Creek. The Council envisions that Lorig shall provide the City with a proposed site plan for the eastern and middle portions of the South Lot that identifies the area equivalent to 2.7 acres that will be used by the City as open space and natural drainage, as well as the components of the private development by Lorig. The Council directs that SPU and DPR shall collaborate with Lorig in the development of the site plan. As part of the site plan process, Lorig shall provide the City with at least three alternative schemes for integrating development with

open space and natural drainage. Lorig shall continue to involve the community in development of these schemes. The schemes will consist of the following: (1) a method which daylights existing flows; (2) keeping existing storm and detention pipes buried and developing a natural drainage system to help clean storm water runoff located at elevations closer to the surface grade; and (3) a combination of both concepts. After receipt of the proposed site plan and schemes, SPU and DPR shall develop detailed analysis of the alternative schemes together with recommendations for Council consideration, including a fiscal note addressing development costs and long-term operations and maintenance costs. In addition, OPM is directed to negotiate with Lorig a proposed Development Agreement for the South Lot, which at a minimum provides for the following:

a. No fewer than 300 units of multifamily housing, which may be developed in phases, with the goal of providing housing that is affordable to households with a range of incomes;

b. Agreement to participate in the proposed CTIP and possibly in a later Planned Action;

c. Coordination with area wide pedestrian circulation and open space plans, including but not limited to the 5th Avenue Streetscape Design Plan;

d. Consideration of natural drainage strategies; and

e. Consideration of the use of sustainable design and green building techniques in the development.

The site plan and schemes, SPU/DPR natural drainage and open space analysis and recommendations, a report on the status of South Lot coordinated planning including efforts with citizens and King County), and a draft of a proposed Development Agreement with Lorig shall be submitted to the Council for is consideration by March 1, 2004. After receiving these items, the Council shall then consider the merits of acting on the City's option to purchase a portion of the South Lot and on the Development Agreement with Lorig. If Lorig does not pursue its option to purchase the property from Simon Property Group, the City will continue to consider the merits of purchasing the 2.7 acres.

Section 13 - Open Public Process

The City commits to maintaining transparency and open discussion with the community in order to ensure the health and vitality of the Northgate area. The City is committed to providing meaningful opportunities for public input as the actions described in this resolution are developed and implemented. In addition to providing opportunities for general public involvement, the City intends to facilitate the creation of a Northgate Urban Center stakeholders group. DPD in conjunction

with the Seattle Planning Commission and the Department of Neighborhoods is directed to facilitate the formation of the stakeholders group by February 1, 2004 to advise the City on future planning and strategies for implementing the NACP vision. The purpose of the stakeholders group shall be to promote discussion and information sharing among representatives of interest groups and to provide advice to the City on activities related to implementing the goals of the NACP for a vibrant Urban Center. The Executive is directed to commit adequate funds to retain an independent professional facilitator consultant whose job will be to assist in the initial formation of the stakeholders group and to assist in the design and facilitation of its meetings on an ongoing basis. The Executive is also directed to dedicate staff within DPD to assist the stakeholders group in its formation and function.

a. The stakeholders group shall focus initially on advising the City on coordinating, developing, and implementing the following efforts: (1) an Urban Center plan for open space and pedestrian connections including bicycle and pedestrian circulation and streetscape improvements, (2) the Coordinated Transportation Investment Plan, (3) implementation of the 5th Ave NE Streetscape Design, and (4) planning for large lot developments (particularly early input on conceptual site planning), including but not limited to the Northgate Mall, the South Lot, and King County's transit-oriented development project. On items 1 and 2 above, the stakeholders group should be consulted on the scoping and design of work programs, consultant selection, and review of conceptual plans and draft planning products. The Executive will also provide the stakeholders group with briefings and updates and solicit advice at key junctures on implementation of the other work program items in this Resolution, which will further implement the NACP.

b. The stakeholders group shall include representatives of the following groups or categories: (1) King County/Metro, (2) Simon Properties, (3) Maple Leaf Community Council, (4) Licton Springs Community Council, (5) Haller Lake Community Council, (6) Pinehurst Community Council, (7) Victory Heights Community Council, (8) Northgate Chamber of Commerce, (9) Thornton Creek Alliance, (10) Thornton Creek Legal Defense Fund, (11) North Seattle Community College, (12) Northwest Hospital, (13) property owners of 3 acres or more, (14) residents in senior housing (resident or staff), (15) residents in apartments/condominiums, (16) multi-family housing developers, (17) businesses inside of Mall, (18) businesses outside of Mall, (19) youth groups; and (20) organized labor in the Northgate area. There will also be 2 at-large members. Each group (see 1 through 12 above) may designate its representative and one alternate to serve on the stakeholders group. The facilitator shall work with existing community groups and City staff to: (1) conduct outreach to the other categories (see 13 through 20 and the at-large members above) in order to solicit nominees for the stakeholders group and (2) organize a forum for members of the categories to elect one representative and an alternate to serve on the stakeholders group. The stakeholders group will strive to incorporate new stakeholder categories or groups that emerge over time. Once designated, the members of the stakeholders group should select their chairperson and a name. The group shall establish terms

and rules of order. The stakeholders group should be organized to promote open dialogue. All meetings shall be open to the public.

c. The stakeholders group shall work with the City to co-sponsor a series of community forums to be held at least quarterly throughout development of initiatives to obtain widespread citizen input and comments. The stakeholders group shall report to the City Council by March 1, 2004 on its community outreach and formation, and by September 1, 2004 on its activities as a group and with the community, as well as the successes and problems associated with its organization and functioning. Thereafter, the stakeholders group shall report to the City Council annually by June 1st.

Section 14 - Expeditious Action

The Council desires to see expeditious implementation of this Resolution. Exhibit A - Work Program attached hereto is a chronology of actions called for in this Resolution.

D R A F T

State Environmental Policy Act Ordinance

Several of the Plan's policies will provide the basis for State Environmental Policy Act (SEPA) review in the Northgate area. One of the reasons the Plan was prepared was to provide predictability to developers, landowners, community groups, residents, and businesses regarding what types of mitigation would be required of new development in the Northgate area, particularly with respect to mitigating traffic impacts. The Plan specifically identifies the only measures to be used to mitigate any off-site transportation impacts identified in the Northgate Plan's EIS as the probable outcome of varying levels of development.

The Plan includes a comprehensive strategy to mitigate the transportation impacts of expected new development between 1991 and the initiation of a high capacity transit system. If new development exceeds (or substantially varies from) the forecasts used in the EIS for the Plan, additional mitigation may be necessary. The Plan does not address site specific mitigation measures, which the SEPA process would evaluate separately.

Development Process

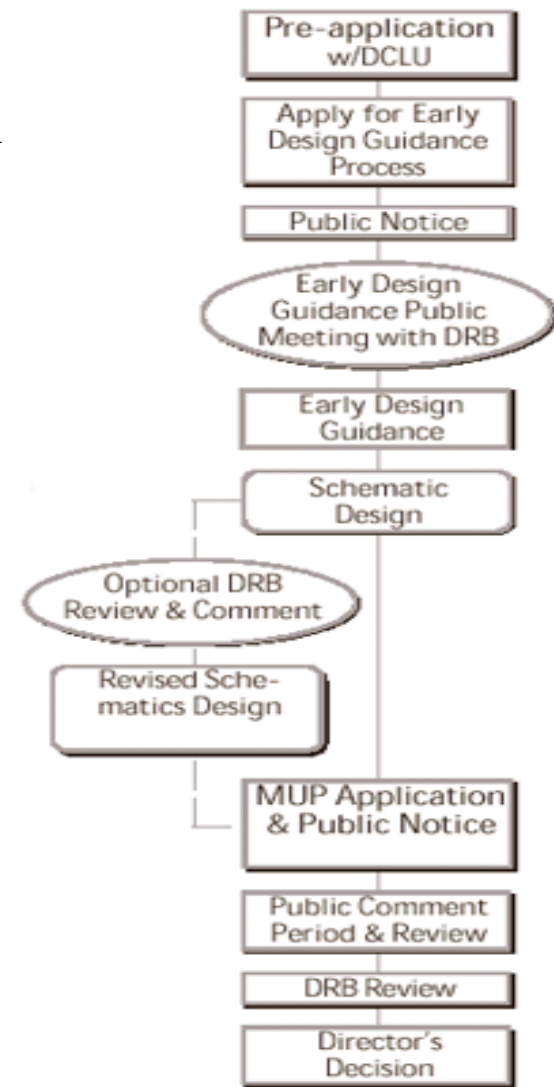
Early Design Guidance & Master Use Permit

Submittal for Early Design Guidance must occur before the submission of a MUP application. Information regarding Early Design Guidance can be found in Client Assistance Memo #238. After an early design guidance application is received, DPD will setup a public hearing where the project site is located. Public notices will be distributed alerting members of the community to the proposed development and the public will be able to voice their comments and concerns at the meeting.

CAM 238 - Early Design Review Application

<http://www.ci.seattle.wa.us/dpd/Publications/cam/cam238.pdf>

A Master Use Permit (MUP) is required for most new commercial, mixed-use and multi-family developments. The MUP application follows the submission of the Early Design Guidance application. Following submission of a MUP application, there is a public notice and a period for comment on the design of the project and its environmental impacts as is applicable in the project's design guidelines. Also, as a component of the MUP application, the project is required to undergo Design Review.



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Design Review Process

The City of Seattle's design review process requires that certain new construction projects undergo a discretionary review of their siting and design characteristics, based on a set of citywide design guidelines.

Design Review provides a forum for citizens and developers to work toward achieving a better urban environment through attention given to fundamental design principles. Design Review is intended to shape how new development can contribute positively to Seattle's neighborhoods. Design guidelines are a flexible tool to be used as a supplement to prescriptive zoning requirements that will allow new development to respond better to the distinctive character of the surrounding environment.

Design Review has three principal objectives:

1. Encourage better design and site planning to enhance the character of the city and ensure that new development fits sensitively into neighborhoods;
2. Provide flexibility in the application of development standards; and
3. Improve communication and participation among developers, neighbors and the City early in the design and siting of new development.

Design Review is a process of eight steps:

1. Pre-submittal Conference
2. Application for Early Design Guidance
3. Early Design Guidance Design Review Meeting
4. Project Design
5. Master Use Permit
6. Design Review Board Recommendation Meeting
7. Director's Decision
8. Appeals

Design Review Matrix

| | | Design Commission | Design Review Boards | Planning Commission |
|-------------------|--------------|--|---|--|
| Established | | | | |
| | year | 1968 | 1994 | formed 1911, established by City Charter 1946 |
| | why | Review projects created by Forward Thrust Bond and provide oversight for city's ongoing capital projects and civic design. | Outcry over ugly, out-of-scale buildings and developer outcry over prescriptive land use code | To advise the City regarding broad planning goals and policies. |
| Goal(s) of review | | | | |
| | | To ensure that public facilities and projects within the civic environment incorporate high standards of design quality and efficiency and promote excellence in design at all scales. | To encourage better design and site planning that enhances the character of the city and ensures that new development sensitively fits into neighborhoods | To promote excellence in planning, particularly at the intersection of urban design, preservation, art, and architecture. |
| | | To ensure wise allocation of the city's resources. | To provide flexibility in the application of development standards | To ensure consistency with city's Comprehensive Plan and related plans and policies. |
| | | To ensure city projects fit city design goals. | To improve communication and participation among developers, neighbors and the City early in the design and siting of new development | To ensure wise allocation of resources reflecting city planning goals and priorities. |
| Projects reviewed | | | | |
| | project type | city facilities (parks, libraries, etc.) and projects on city land or in right of way, including large transportation projects, street vacations, sky bridges and special street uses. | private development (commercial and large-scale residential) above a certain threshold | Comprehensive Plan, neighborhood plans, sub area plans, city-wide or region-wide public infrastructure projects, major public projects and plans (e.g. Civic Center, major institution master plans) |

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Design Review Matrix (cont'd)

| | | | | |
|------------------|---------------------------------------|--|---|---|
| | what is reviewed | exterior, public interiors, urban design | exterior, urban design | policies, goals, and physical plans |
| | project proponents | city agencies and private developers | private developers | city agencies |
| | # of reviews per project | 2-4 | 3-4 | as needed on case by case basis |
| | average # of project reviews per year | 100+ | 80 | as needed on case by case basis |
| Board | | | | |
| | # of boards | 1 | 7 | 1 |
| | purview | city-wide | neighborhood-based | city-wide |
| | # of board members | 10 + 2 MRP reps | 5 per board (35 total) | 15 |
| | member terms | 2 years + reappointment | 2 years + reappointment | 3-year terms, renewable |
| | appointed | Mayor | mayor/council | mayor |
| | roles represented | architect (2), landscape architect (2), fine artist, engineer, urban planner, urban designer, member at large, Get Engaged | at-large design professional, at-large community representative, at-large developer, local business representative, local residential representative, Get Engaged | an engineer or architect, an urban planner, ethnic minority members, and citizens active in neighborhood or community affairs |
| Meetings | | | | |
| | frequency | twice a month (1st and 3rd Thursdays) | each board meets twice a month (days vary per board) | Twice a month (2nd and 4th Thursdays) |
| | time | 6-8 hours during the day | 1.5-3 hours during the evenings | 2-3 hours during the day |
| | location | City Hall | neighborhood facilities | City Hall |
| Authority | | | | |
| | advises whom? | Mayor, City Council, City Departments | Director of Dept. of Planning and Development | Mayor, City Council, and City departments |
| | decisions | advisory | advisory/regulatory | advisory |

VI. References

Northgate Area Comprehensive Plan

Northgate Area Design Guidelines

Northgate Mall Development Agreement

Northgate Open Space and Pedestrian Connections Plan

Northgate Overlay District

Seattle City-wide Design Guidelines

Seattle Comprehensive Plan: Toward a Sustainable Seattle

VI. Acknowledgements

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Seattle Department of Transportation

Seattle Monorail Project

Seattle Parks and Recreation

Seattle Public Libraries

Seattle Public Utilities

Sound Transit

University of Washington Libraries Digital Collections